

Public Advisory Group Meeting 2

October 7, 2020



Welcome to the PAG!



Meeting Guidelines

- The meeting will be recorded and shared on the PAG SharePoint Site.
- Please remain muted unless called upon to speak.
- Please “raise your hand” if you wish to speak. Our moderator will call on participants to speak in the order in which hands were raised.
- You may also ask questions or submit comments using the chat feature.

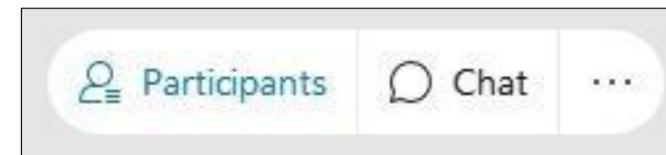
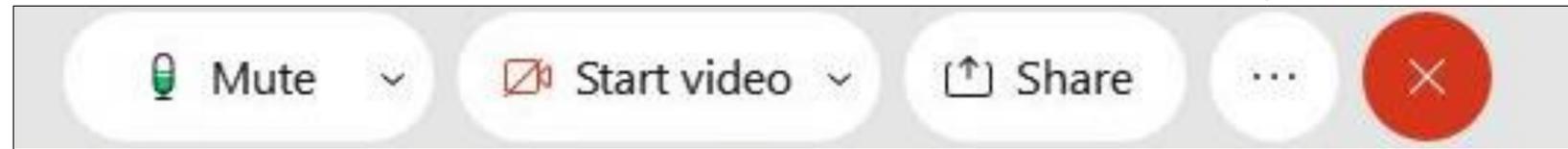
Using the Webex Toolbars

Turn webcam on or off. Please note that if you choose to turn your webcam on all meeting attendees will be able to see you. Note that meeting video will be recorded.

Technical options. Adjust your audio connection, copy meeting link, etc.

Show participants. This feature allows you to view meeting attendees and raise your hand.

Other options. This button can be used to access polls. Note that poll responses will be recorded.



Mute or unmute. Please remain muted unless called upon to speak. Note that meeting audio will be recorded.

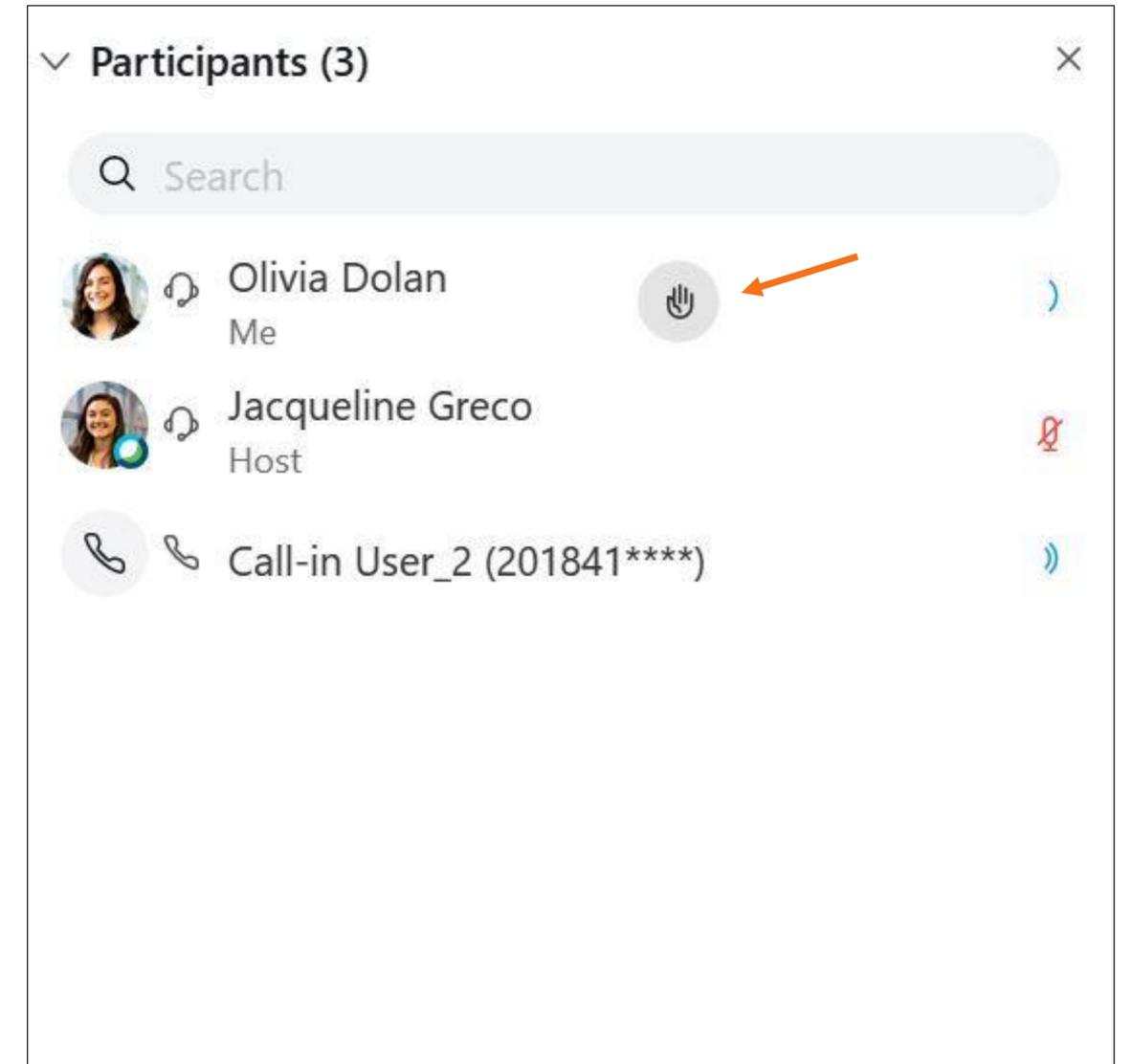
Share screen. Use this feature to share materials with the group.

Leave the meeting.

Chat. This feature can be used to write comments or ask questions in writing. Note that all chat messages will be recorded.

Raising Your Hand in Webex

- You may raise your hand virtually to indicate that you have a question or wish to make a comment.
- Hover your mouse over your name on the participants window and select the hand raise feature.
- Please press the hand raise button again after you have spoken to lower your hand.
- Participants and attendees using a phone connection can raise their hand by dialing *3.



Public Advisory Group Overview



Goals for Today's Meeting

- Why a PAG?
- Introduce Project Team Leadership and PAG Members
- Roles and responsibilities
- Respond to Questions and Comments: ROW, Traffic, Funding, Environmental, Public Involvement
- Next steps

Why a PAG?

- Created to address elected officials' input regarding community concerns
- Includes concerned residents and user groups
- Works proactively and collaboratively with project team to develop solutions to community concerns
- Acts as a conduit for communication among communities, community leaders, and project team

PAG Purpose

To provide a forum for the exchange of information between the Project Team, members of the public, user groups, and key business groups that are **representative of the local communities affected by the project** and to **develop solutions to address community concerns.**

Project Team Leadership

- Scott Deeck – NJDOT Project Manager
- Ali Vaezi – Consultant Team Project Manager
- David Hill – Consultant Team Deputy Project Manager
- Ileana Ivanciu – Technical Advisor, Environmental Analysis
- Andrea Burk – Environmental Analysis Task Leader
- Sara Margolis – Public Involvement Task Leader

PAG Members

- Maryann Carroll – Delaware River Greenway Partnership, Executive Director
- Lauren Chamberlain – Borough of Delaware Water Gap – Resident
- John Corlett – AAA Northeast, Director of Public/Government Affairs and Traffic Safety
- John Donahue – Knowlton Township, Hardwick Township, Upper Mt. Bethel Township, Lower Mt. Bethel Township, Smithfield Township
- Crista Schaedel – Borough of Delaware Water Gap – Resident
- Rich Scott – Portland Borough – Resident

PAG Members, continued

- Lt. Jeffrey Shotwell – New Jersey State Police, Station Commander of the NJSP Hope Barracks
- James Steele –Portland Borough – Resident
- Gail Toth – New Jersey Motor Truck Association, Executive Director
- Trooper Brian Weis – New Jersey State Police, Assistant Station Commander of the NJSP Hope Barracks
- Mark Zakutansky – Appalachian Mountain Club, Director of Conservation Policy Engagement

Expectations for PAG Members

- Bring to the Project Team's attention **community priorities or recommendations for solutions** that are prudent and feasible.
- **Share information** about the project goals and objectives with their constituents.
- **Share processes and procedures** followed in implementing the Project.
- **Work** with the Project Team to **raise and resolve community concerns and issues** throughout project duration.

Project Team Responsibilities

- Answer questions
- Provide project background
- Receive suggestions from the group
- Provide timely feedback

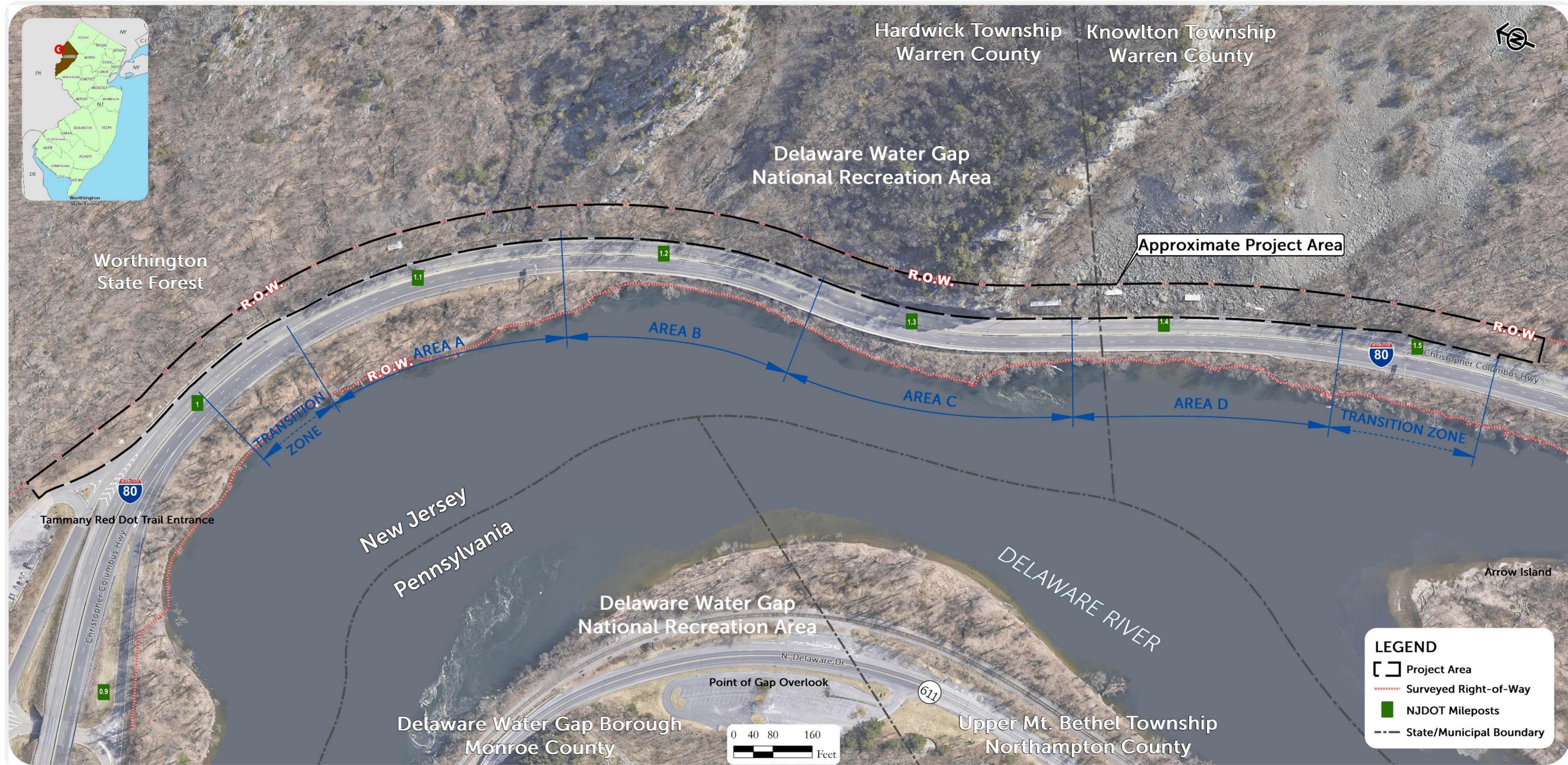
Responses to Questions



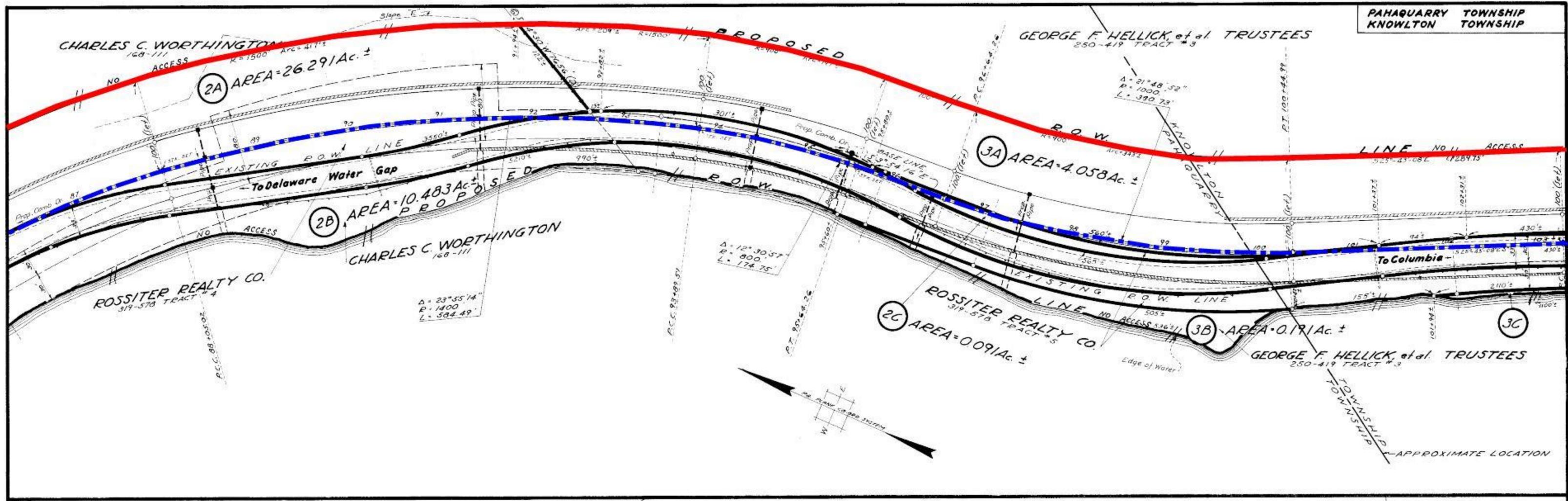
ROW Questions

- John Donahue: Yes, I'd like to start at the beginning, and I'd like to understand how you determined what your right-of-way is. Normally roads in New Jersey have a deed. Exactly how did you establish what the size of your right-of-way is?
- John Donahue: And the centerline would be the dividing wall between east and west?

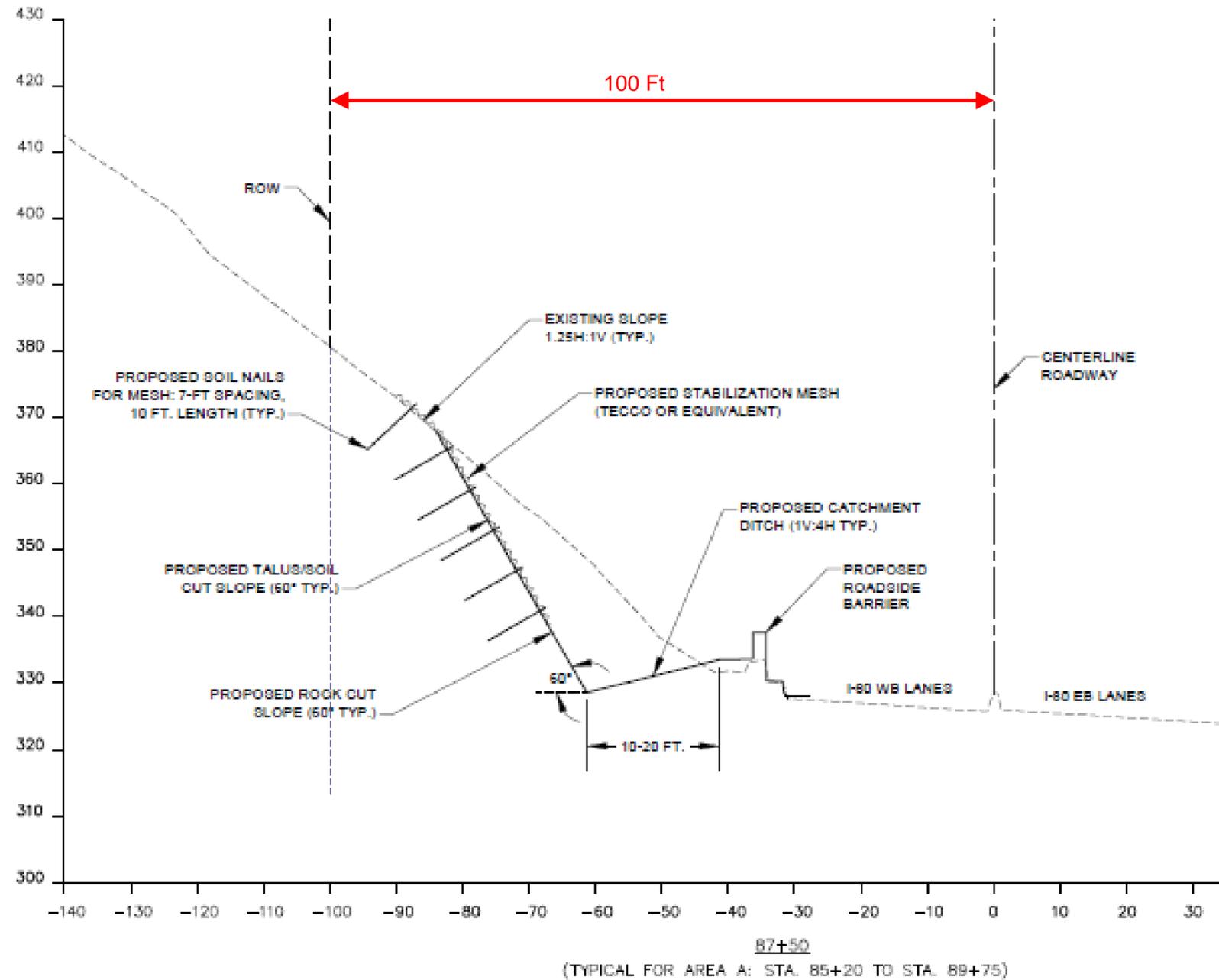
ROW Responses



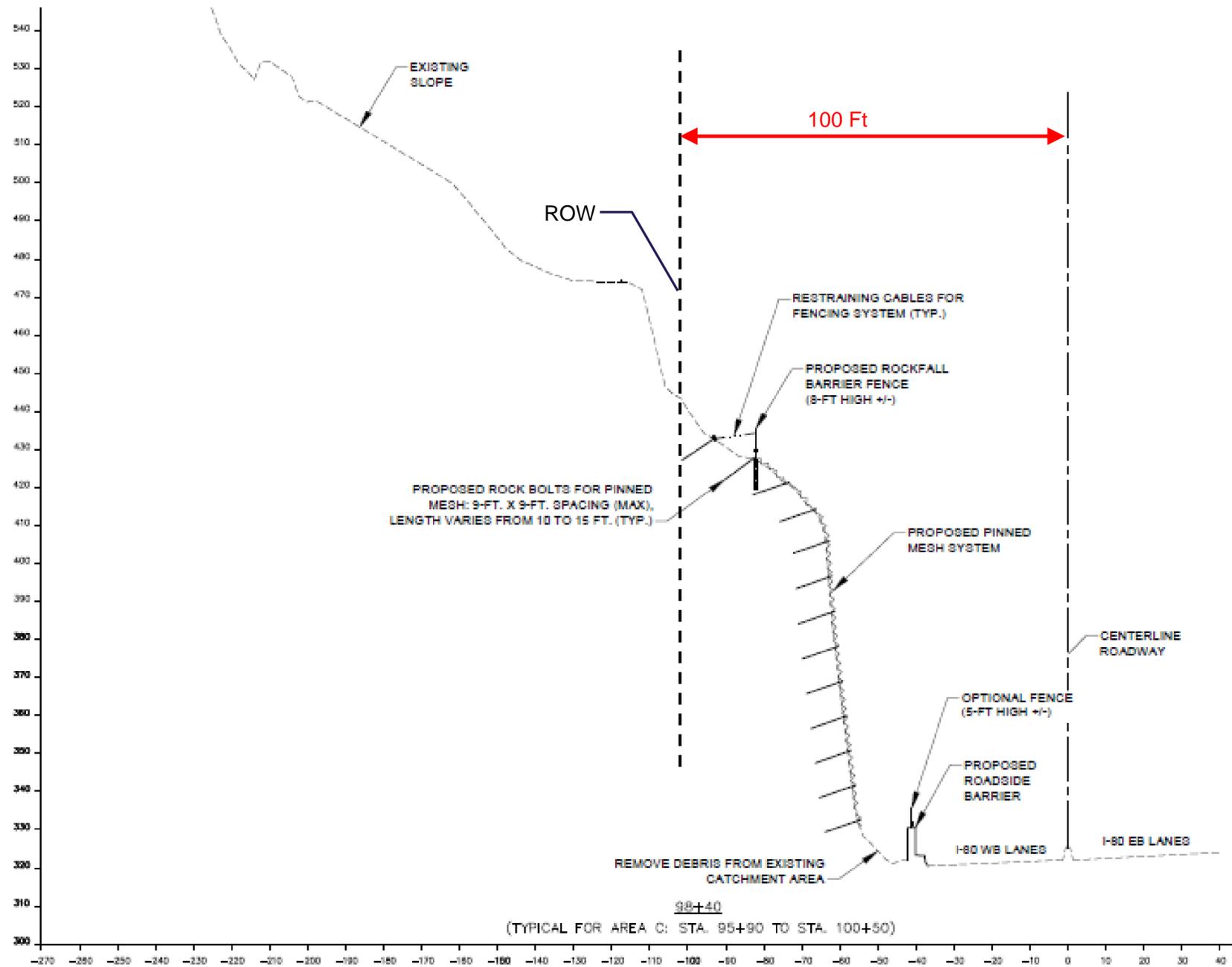
ROW Responses



ROW Responses



ROW Responses



ROW Questions

- John Donahue: Just one more question on the right-of-way. Because of the height of the walls, it makes one wonder, how high in the air does the right-of-way go?
- John Donahue: And just one final question on the right-of-way. It was for the purpose of roads only, right? Well, usually a right-of-way is for a specific purpose—a power line, a pipeline, a road—not for use to be converted to any other purpose.

ROW Questions

- John Donahue: When you were encouraged to stay within the existing right of way, wasn't that in response to a request for an additional ROW to the top of the mountain for maintaining the curtains and their pinning?

ROW Questions

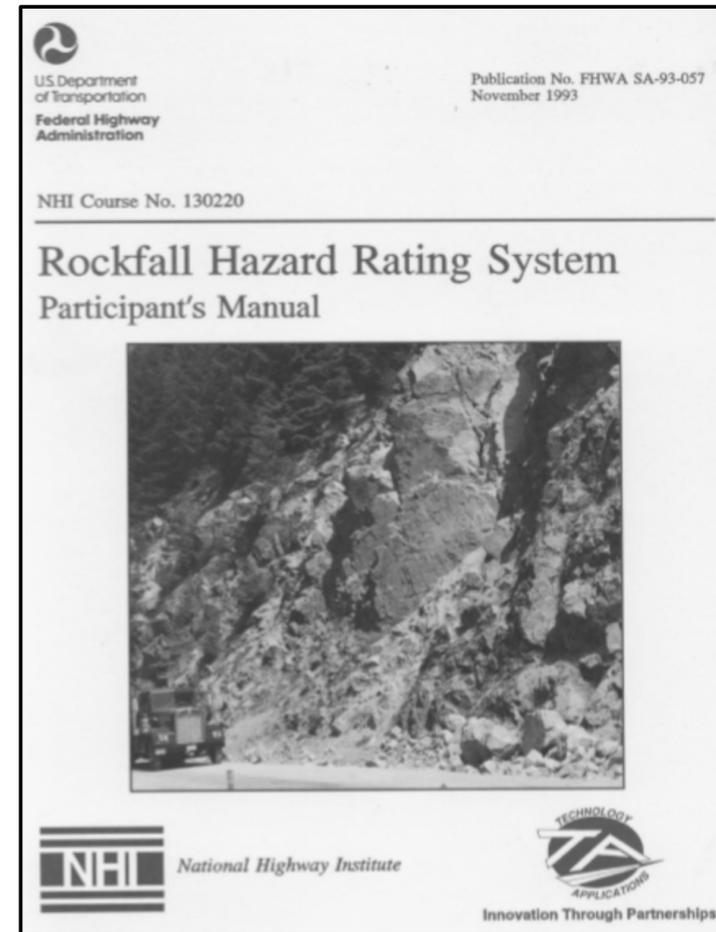
- Kimberly Witt: How many acres (if any) of NPS land are impacted by the preliminary preferred alternative?

Traffic/Rockfall Questions

- John Donahue: First, when you say that this is the highest priority area in the State for this Rockfall project, I was wondering, that is determined by a software program?
- Lauren Chamberlain: Was the 2009 CD Report that was done based on the 1993 Rock Fall Hazard Rating System? Doesn't that seem out of date considering the changes in environment and levels of hazards as they are considered? Why is such a small amount of incidents considered a priority in the grand scheme of things? For example, tractor trailer traffic has increased, commuting has increased in this area due to rising commuters from NY, etc.

Rating System

- Based on federal guidelines developed & adopted in US between 1988 – 1993
- FHWA Rockfall Hazard Rating System (RHRS)
- PROACTIVE approach
- Addresses rockfall potential of reaching highway
- Provides a standardized way to differentiate apparent risks at rockfall sites
- Customizable to each state's unique features & characteristics
- Inventories 440+ rock slopes adjacent to NJ interstates & highways

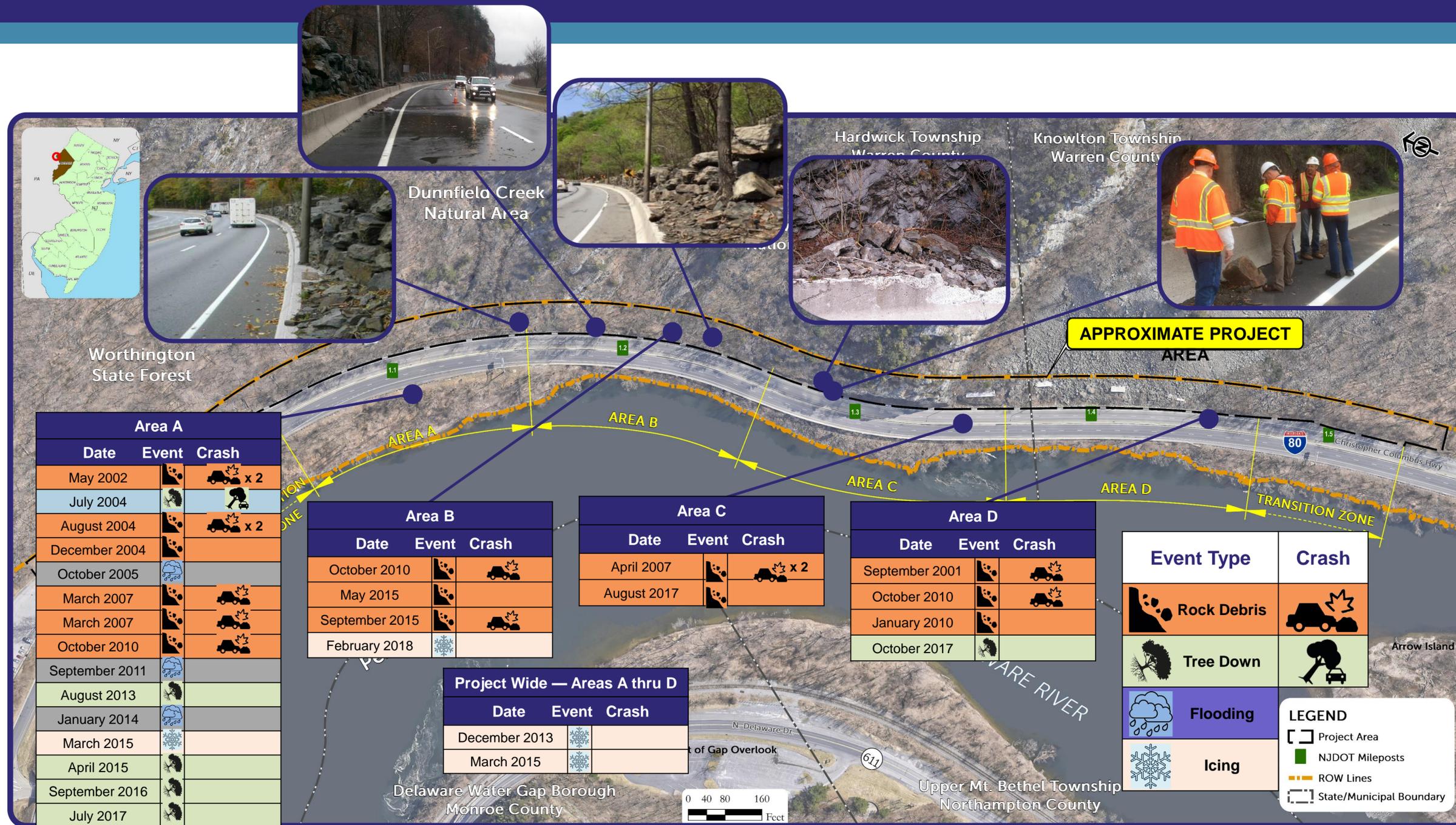


CATEGORY		RATING CRITERIA AND SCORE				
		POINTS 3	POINTS 9	POINTS 27	POINTS 81	
SLOPE HEIGHT		25 FEET	50 FEET	75 FEET	100 FEET	
DITCH EFFECTIVENESS		Good catchment	Moderate catchment	Limited catchment	No catchment	
AVERAGE VEHICLE RISK		25% of the time	50% of the time	75% of the time	100% of the time	
PERCENT OF DECISION SIGHT DISTANCE		Adequate sight distance, 100% of low design value	Moderate sight distance, 80% of low design value	Limited sight distance, 60% of low design value	Very limited sight distance 40% of low design value	
ROADWAY WIDTH INCLUDING PAVED SHOULDERS		44 feet	36 feet	28 feet	20 feet	
G E O L O G I C	C A S E 1	STRUCTURAL CONDITION	Discontinuous joints, favorable orientation	Discontinuous joints, random orientation	Discontinuous joints, adverse orientation	Continuous joints, adverse orientation
		ROCK FRICTION	Rough, Irregular	Undulating	Planar	Clay infilling, or slickensided
C H A R A C T E R	C A S E 2	STRUCTURAL CONDITION	Few differential erosion features	Occasional differential erosion features	Many differential erosion features	Major differential erosion features
		DIFFERENCE IN EROSION RATES	Small difference	Moderate difference	Large difference	Extreme difference
BLOCK SIZE		1 Foot	2 Feet	3 Feet	4 Feet	
VOLUME OF ROCKFALL/EVENT		3 cubic yards	6 cubic yards	9 cubic yards	12 cubic yards	
CLIMATE AND PRESENCE OF WATER ON SLOPE		Low to moderate precipitation; no freezing periods; no water on slope	Moderate precipitation or short freezing periods or intermittent water on slope	High precipitation or long freezing periods or continual water on slope	High precipitation and long freezing periods or continual water on slope and long freezing periods	
ROCKFALL HISTORY		Few falls	Occasional falls	Many falls	Constant falls	

Traffic/Rockfall Questions

- John Donahue: So how does this area—you said there were 28 incidents in the last 10 years or so. How does that compare to the other projects that you've completed throughout the state? What kind of incident rate were they having in their areas?
- John Donahue: But I've never been able to find any information about the fatality. Maybe you can direct me towards that. I can't find anything on the internet or anything.

Rockfall Events



Traffic/Rockfall Questions

- Lauren Chamberlain: What are non-peak hours, according to NJDOT?
- Lauren Chamberlain: Regarding off-peak hours 9pm-12pm, will that be revisited since Covid has changed the way that people travel, for example the amount of tourists in the Water Gap mid-week has increased greatly, not to mention the increased traffic earlier on weekends due to the parks being filled up earlier as everyone has taken to hiking and outdoor activities?
- John Corlett: Was design/build contract considered?

Traffic – Allowable Lane Closures

Table 1: Temporary Single Lane Closure Hours

All Lanes Maintained		
	From	To
Monday to Friday*	12:00 PM	9:00 PM
Saturday	7:00 AM	8:00 PM
Sunday	8:00 AM	8:00 PM
One Lane Closed - One Lane Maintained		
Monday to Thursday*	9:00 PM	12:00 PM (Next Day)
Friday	9:00 PM	7:00 AM (Saturday)
Saturday	8:00 PM	8:00 AM (Sunday)
Sunday	8:00 PM	12:00 PM (Monday)

*No Temporary Closures Friday Mid-May to Early September

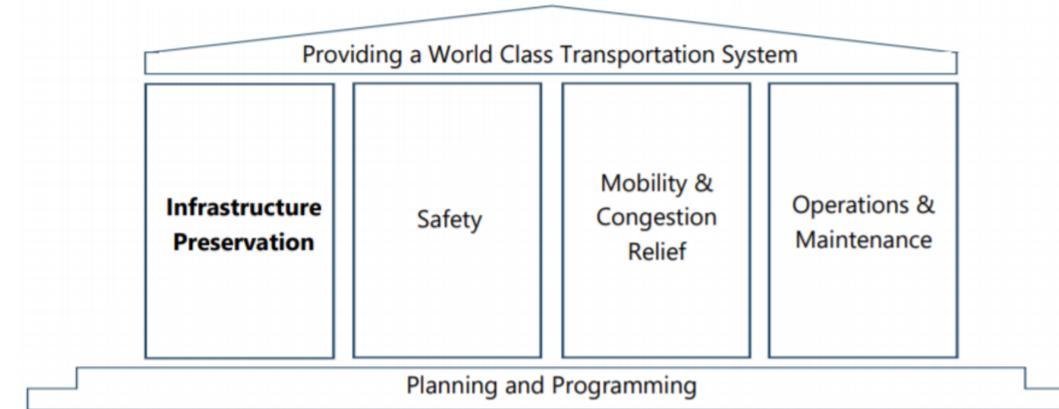
Funding

- Lauren Chamberlain: Where does the money for this project come from? I understand from the NJDOT/Federal but from what segment? Is it in the same segment that a fix for the S-curves also comes from? Or are they two separate budgets?

Funding

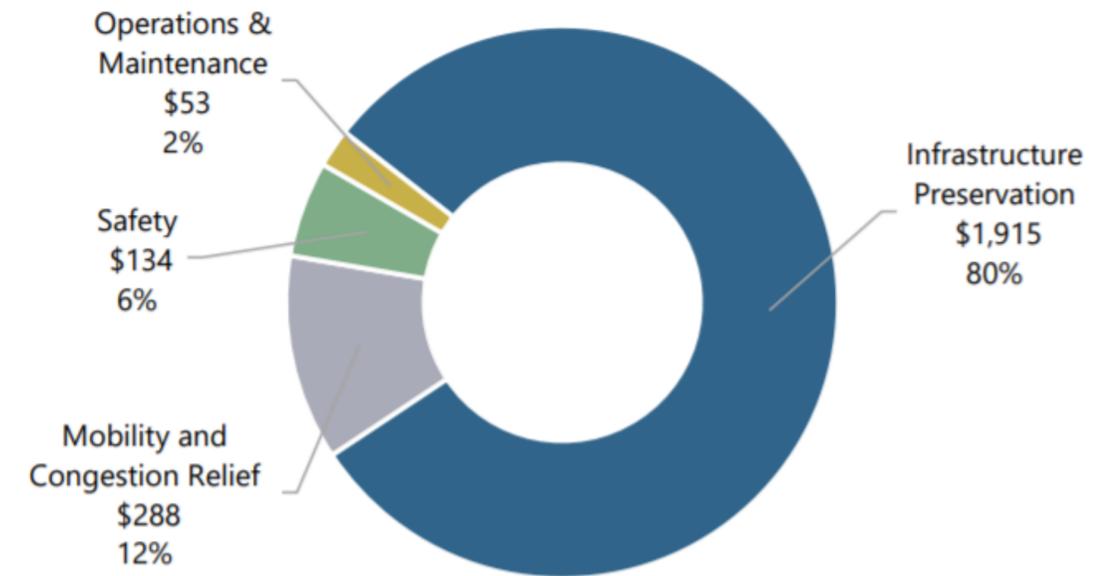


NJDOT Core Missions and Overall Mission



Note: Fifth core mission is "Mass Transit" and belongs to New Jersey Transit.

NJDOT Average Annual Expenditure by Core Mission (\$ millions) – FY 2018-2027



Environmental Process Overview



Environmental

- John Donahue: So one of the questions, regarding the process, that I would've like to have put in for the poll, is regarding the level of environmental compliance. You'll be using federal monies, you'll be doing the federal NEPA process, and I guess at this point you're engaged in Environmental Assessment, the purpose of which is to determine whether you can do a Finding of No Significant Impact or whether you need to do a more complicated Environmental Impact Statement. And I guess I'm just wondering with the magnitude of the monies being spent, and the project, and the potential impact on natural and cultural resources, isn't it really a waste of time and money to do an Environmental Assessment? I mean, to be able to say that a 60-million-dollar project has no significant impacts seems—it doesn't seem appropriate. So, I guess that's what I was wondering. Maybe some more examination of that environmental compliance level.

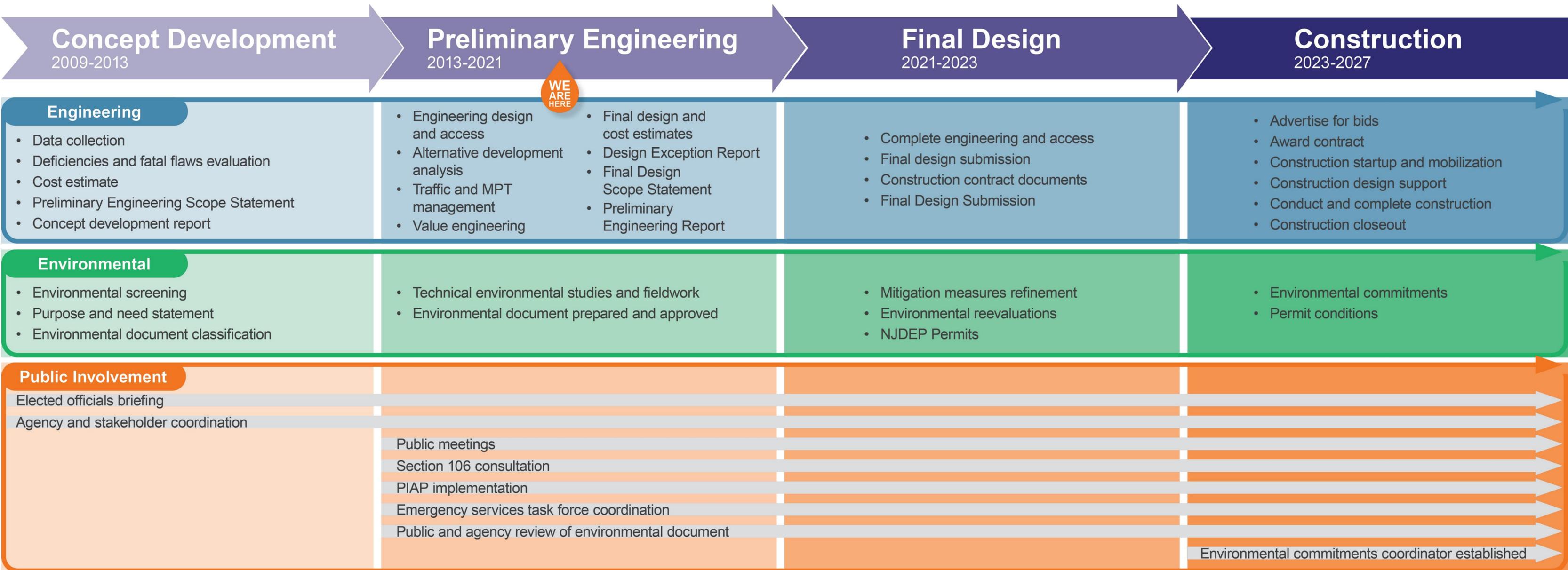
Environmental

- Mark Zakutansky: At what point in the planning process with the applicant engage the National Park Service in a Wild & Scenic Section 7 consistency review or is this underway already?
- Mark Zakutansky: What is the expected timing of an updated and final determination from the historic preservation office(s) regarding impacts to the Appalachian National Scenic Trail and/or other listed or eligible resources?

Environmental

- Mark Zakutansky: How is the applicant able to identify a “preferred alternative” if the National Environmental Policy Act process, Wild & Scenic Section 7 review, and state historic preservation office determination is outstanding?
- Mark Zakutansky: Has the applicant consulted with the Access Fund or a comparable organization representing the rock-climbing user group regarding access related issues for rock climbing?
- Mark Zakutansky: Scenic impacts from Point of the Gap overlook, from Mount Minsi and other locations are expected to be significant. Please provide a detailed methodology and viewshed assessment approach on how these impacts are analyzed and compared between different alternatives.

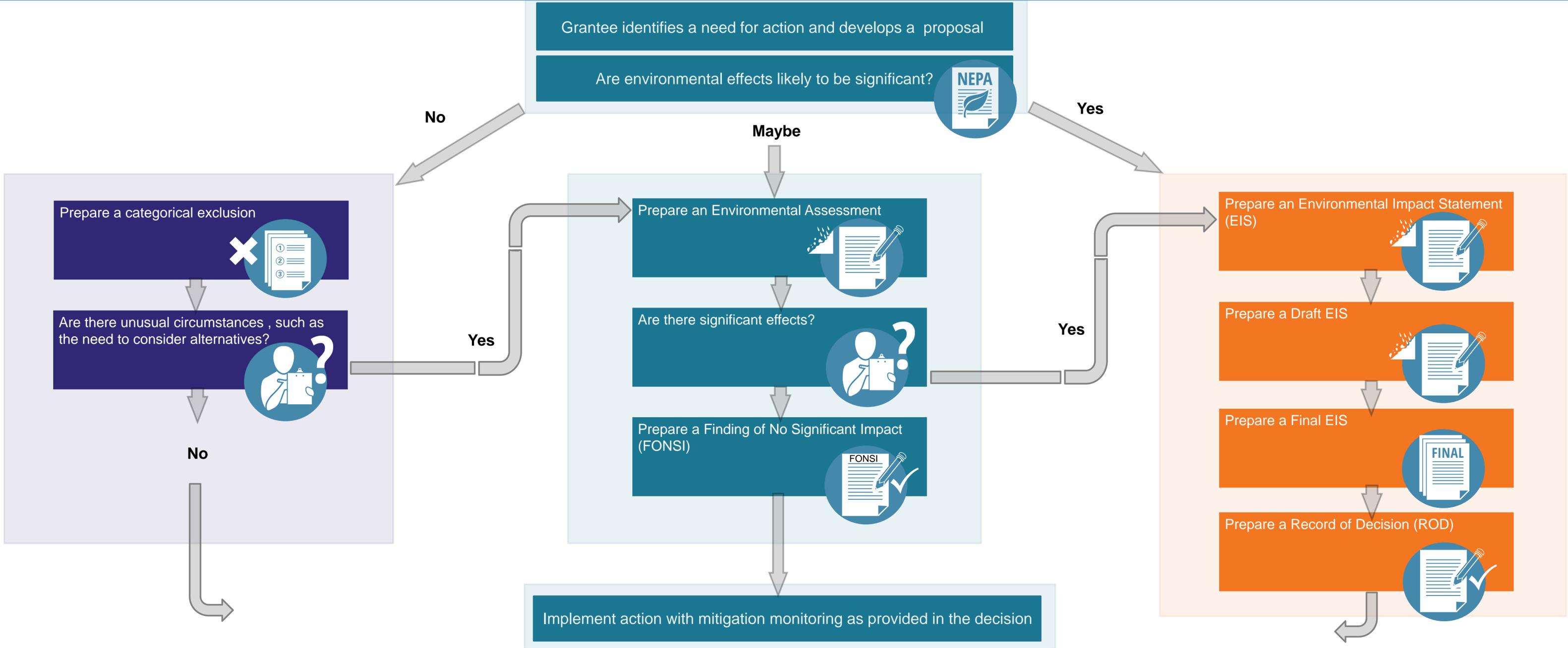
NJDOT Project Delivery Process



Regulatory Context

- National Environmental Policy Act (NEPA)
- Section 106 of the National Historic Preservation Act
- Section 4(f) of the U.S. Department of Transportation Act
- Wild and Scenic Rivers Act
- Various federal and state agency permitting/approvals

NEPA Documentation



NEPA Documentation

- **Categorical Exclusions (CEs)** are issued for actions that do not individually or cumulatively have a significant effect on the environment.
- An **Environmental Assessment (EA)** is prepared for actions in which the significance of the environmental impact is not clearly established.
- An **Environmental Impact Statement (EIS)** is prepared for projects where it is known that the action will have a significant effect on the environment.

Technical Studies

- Socioeconomics, Land Use and Environmental Justice
- Natural Ecosystems
- Wild and Scenic Rivers
- Archaeological Resources
- Visual Resources/Historic Properties
- Hazardous Waste
- Noise and Vibration
- Traffic



Agency Coordination



Environmental Overview

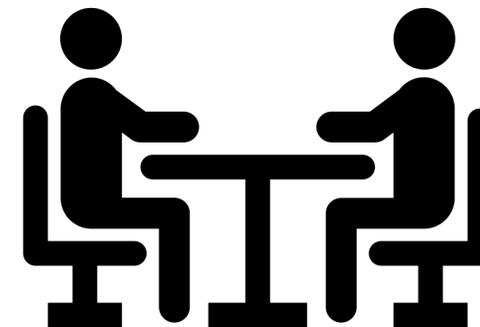
Questions?

Public Involvement

- Purpose:
 - Inform the affected community or communities of the intended work
 - Consider the communities' needs and concerns in the project
- Guided by 40 CFR 1506.6 – Public involvement
- Includes:
 - Agencies
 - Elected Officials
 - Stakeholders
 - Public
 - Tribal Nations

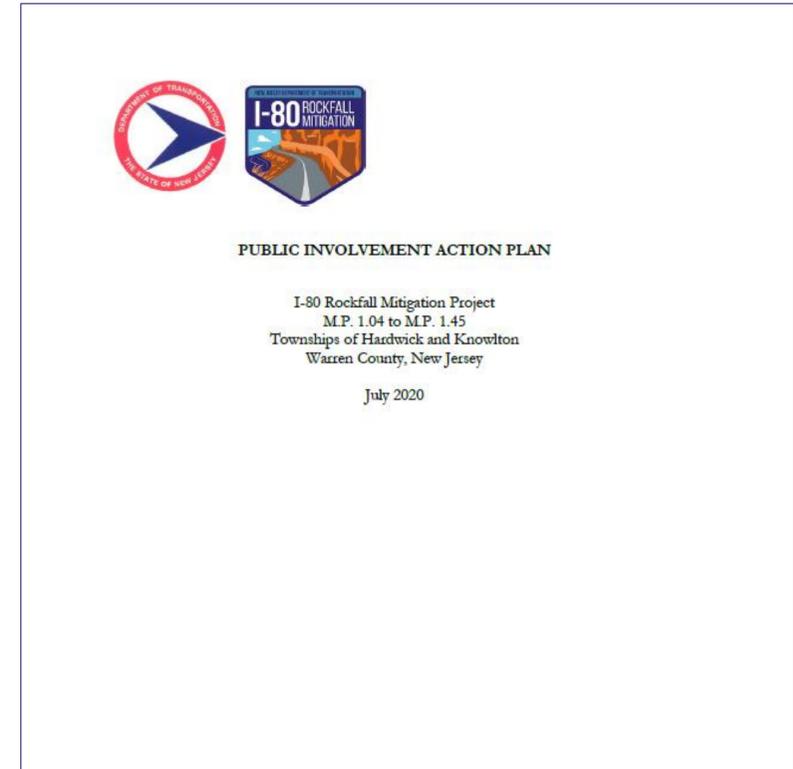
Public Meetings

- Various types of meetings:
 - Public Information Center/Open House
 - Workshop/Working Group Meeting
 - Public Hearing



Public Involvement Action Plan

- Public participation is critical
- Early, frequent and continuous consultation with the public



Project PIAP:

<https://www.state.nj.us/transportation/works/rockfall/outreach.shtm>

Summary of Meetings

Agency
 Elected Officials
 Public
 Tribal Nations
 Stakeholder

Date	Meeting
AUGUST 12, 2015	Inter-Agency Workshop #1: Appalachian National Scenic Trail, Appalachian Trail Conservancy, Delaware River Joint Toll Bridge Commission, NJ Worthington State Forest, NJDEP, NPS, USACE, and USCG
OCTOBER 6, 2015	USACE (Site Visit)
NOVEMBER 19, 2015	Inter-Agency Workshop #2: Appalachian National Scenic Trail, Appalachian Trail Conservancy, Delaware River Joint Toll Bridge Commission, NJ Worthington State Forest, NJDEP, and NPS
APRIL 25, 2016	NJ Worthington State Forest, NJDEP, and NJHPO
AUGUST 11, 2016	Inter-Agency Workshop #3: NPS
APRIL 24, 2017	NPS and NJDEP
MAY 31, 2017	Elected Officials Briefing
JUNE 14, 2017	Public Information Center
MAY 9, 2018	Elected Officials Briefing
AUGUST 23, 2018	NJDEP and NJHPO

Summary of Meetings (continued)

Agency
 Elected Officials
 Public
 Tribal Nations
 Stakeholder

Date	Meeting
NOVEMBER 8, 2018	NPS
NOVEMBER 28, 2018	Tribal Nations and NJHPO
JANUARY 25, 2019	Elected Officials Briefing
APRIL 9, 2019	NPS
JUNE 3, 2019	NJDEP
JUNE 18, 2019	Open House Meeting
SEPTEMBER 25, 2019	NJ Highlands Coalition
OCTOBER 8, 2019	Tribal Nations
OCTOBER 21, 2019	North Jersey Transportation Planning Authority
NOVEMBER 9, 2019	Sierra Club, NJ Chapter
DECEMBER 3, 2019	Pennsylvania Department of Transportation
DECEMBER 5, 2019	NJHPO

Summary of Meetings (continued)

Agency
 Elected Officials
 Public
 Tribal Nations
 Stakeholder

Date	Meeting
DECEMBER 5, 2019	NJHPO
DECEMBER 17, 2019	PASHPO
DECEMBER 19, 2019	NPS
JANUARY 13, 2020	NJDEP
FEBRUARY 12, 2020	NJDEP
APRIL 15, 2020	NJDEP
JULY 22, 2020	Bi-State Leadership Summit
SEPTEMBER 23, 2020	Public Advisory Group Meeting #1

Elected Officials Outreach in PE

- Local Officials Briefings
 - Continue the dialogue with the Consultant Team, the NJDOT, and local officials

Informal Stakeholder Outreach in PE

- Key Stakeholder Outreach
 - Occurs during project milestones or to discuss specific concerns or topics

Public Meetings in PE



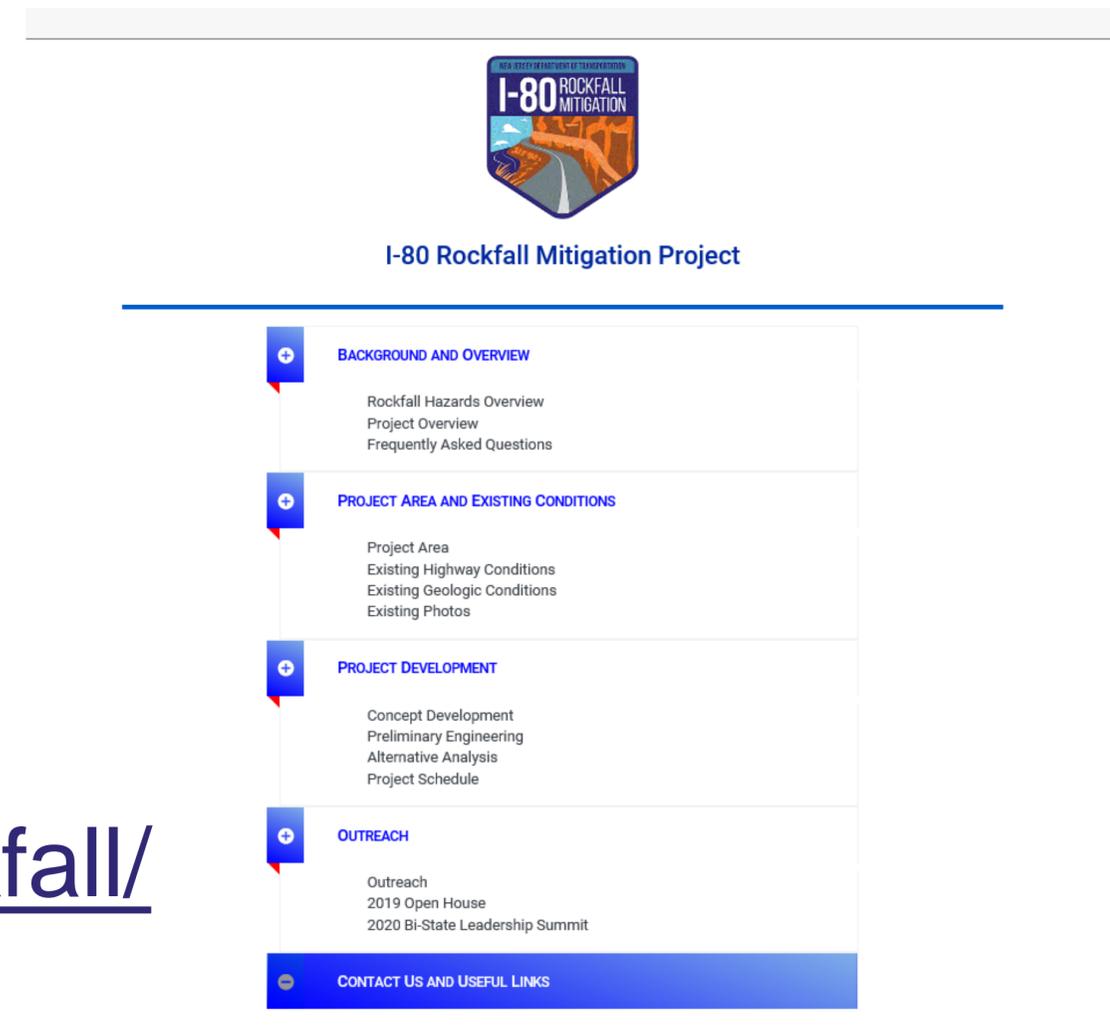
Next Steps

- Continue outreach
- Work with this PAG
- Coordination with the Emergency Services Task Force
- Draft Environmental Document – Spring 2021
- Public Hearing – Spring 2021
- Final Environmental Document – Spring/Summer 2021

Next Steps

Ongoing Opportunities for public input

- New Jersey Department of Transportation
Office of Community Relations
1035 Parkway Avenue
Trenton, NJ 08625
(609) 963-1982
- I80Rockfall@dot.nj.gov
- Go to the project website at:
<https://www.state.nj.us/transportation/works/rockfall/>



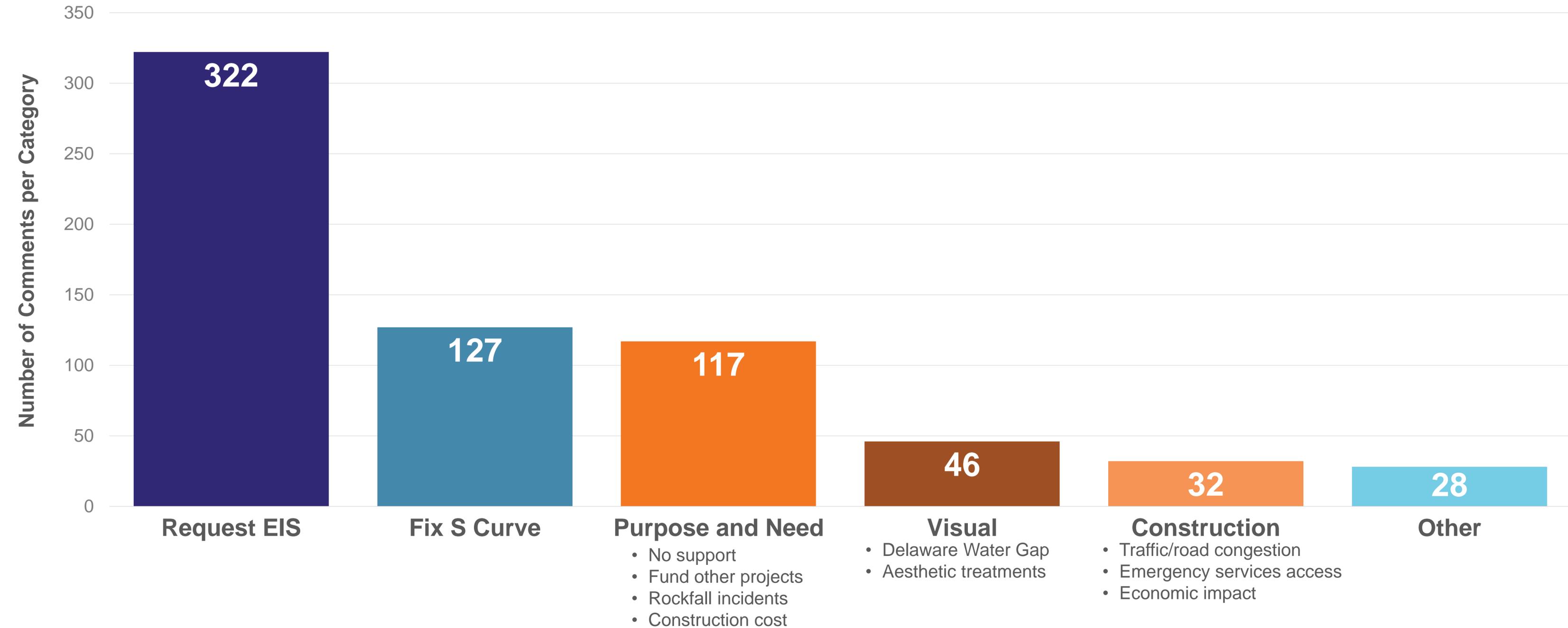
Questions and Answers

Questions?

Wrap Up



Public Comments until June 2020



Next Steps

- What would you like to discuss at the next two meetings?
 - PAG response
 - Traffic impacts, especially on trucking
 - What temporary construction impacts are expected to recreational users at Kittatinny Point, Dunnfield Creek Natural Area, the Mt Tammany trailhead, and/or to the cliff face on Mt Tammany, a popular rock climbing area?
 - At area C, a fence is proposed on the ridgeline of Mount Tammany. Please describe how public access to the vertical rockface for recreational users, including rock climbers will or will not be impacted by this design alternative?
 - I would also like to discuss very specific design elements from the rock catch basin wall to the proposed fence on the ridge of Mt Tammany for the study team to hear from stakeholders on the preference of some elements over others

Next Steps

Prior to the next meeting:

- Address PAG questions
- Post information to SharePoint site

Is everyone available for the 3rd PAG meeting October 21st 2:00PM-4:00PM?

Thank You!

Questions or comments may be emailed to:

180Rockfall@dewberry.com

View this meeting recording and other project materials at:

<https://dewberryportal.sharepoint.com/sites/njdoti-80rockfallpag>

We will be reaching out to you for your availability for the next PAG meeting.